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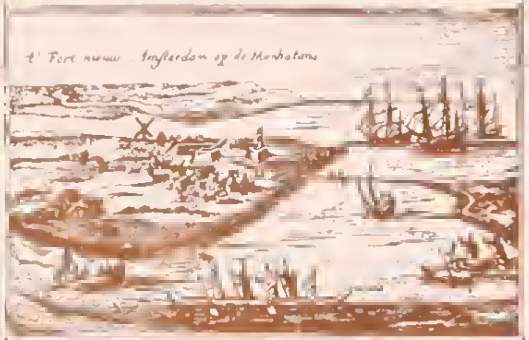
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When you leave, please leave this book
Because it has been said
"Ever'thing comes t' him who waits
Except a loaned book."

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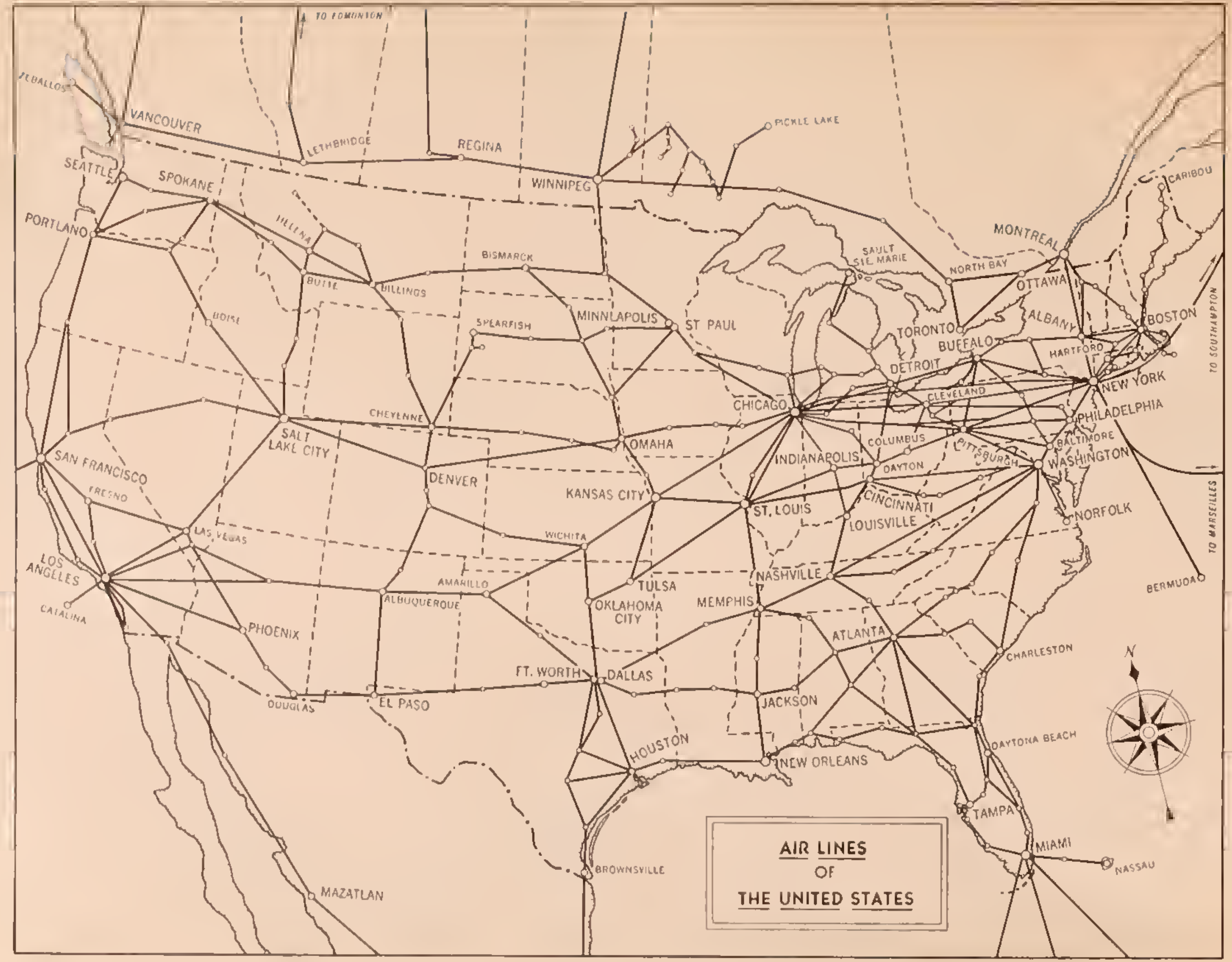
MAPS

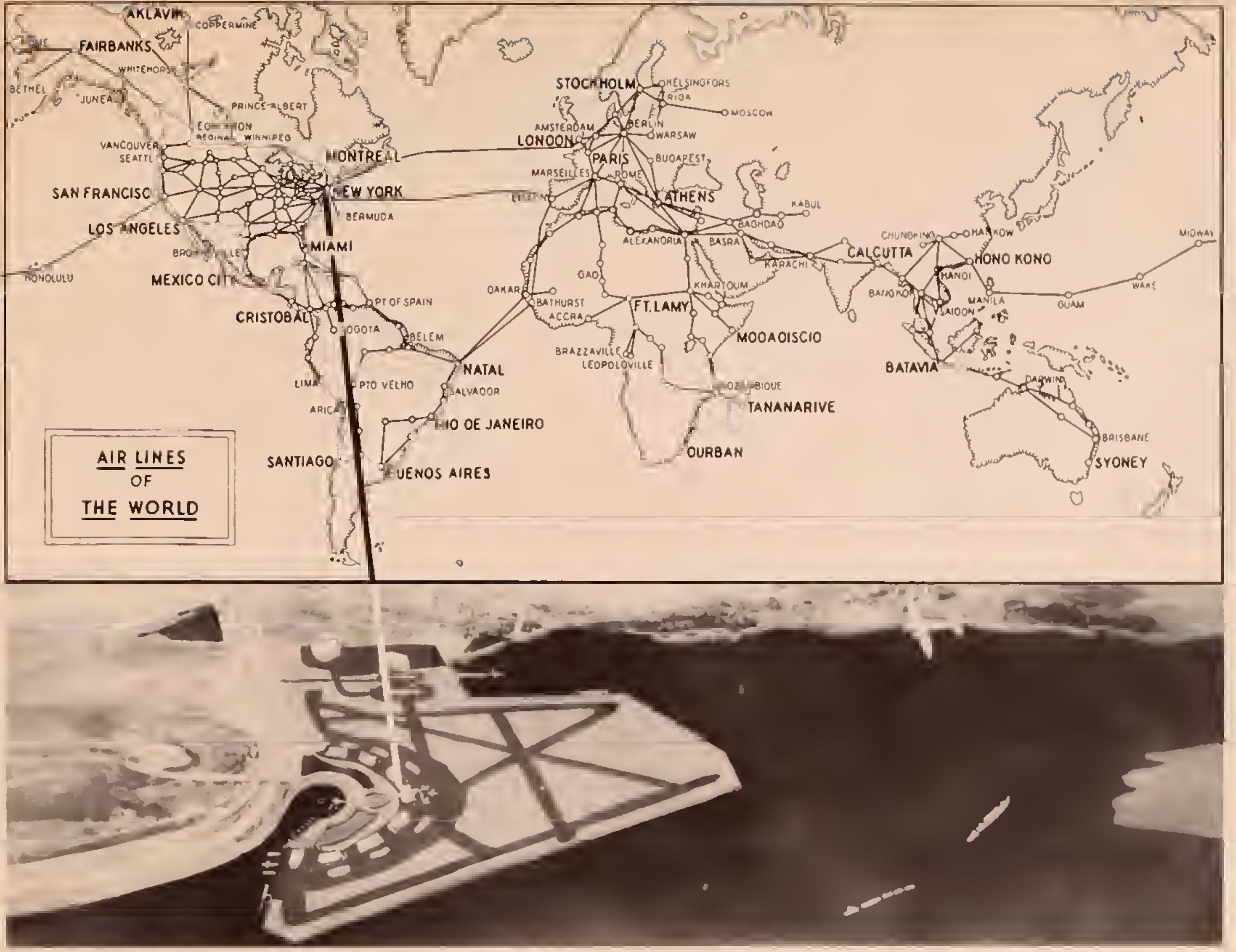
AIRLINES OF UNITED STATES
AIRLINES OF THE WORLD
HIGHWAYS TO AIRPORT



AIR LINES

OF

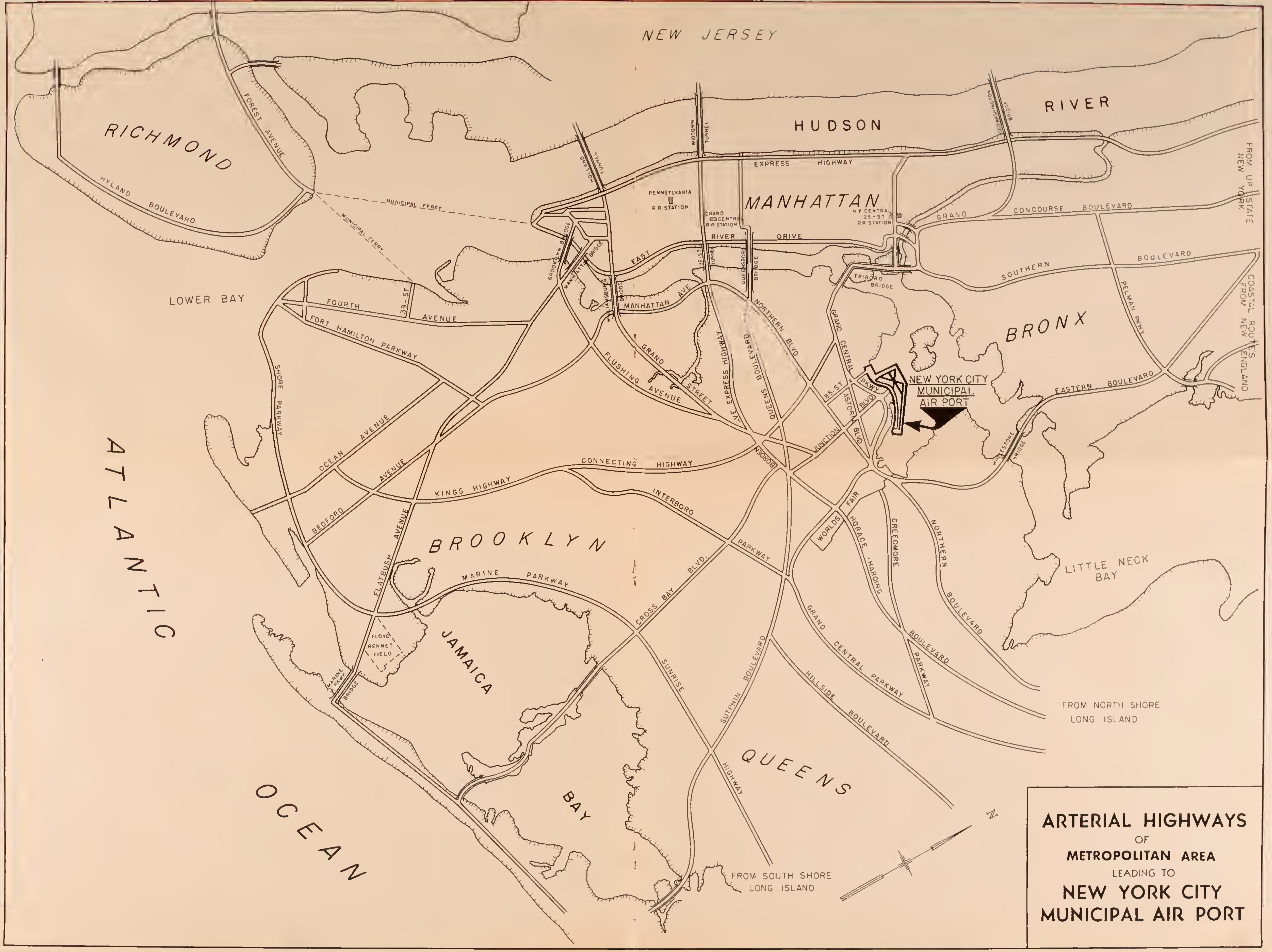
THE UNITED STATES



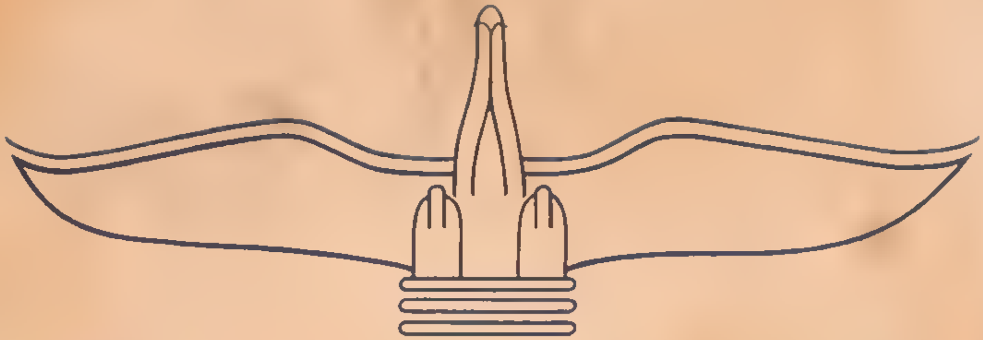
AIR LINES

OF

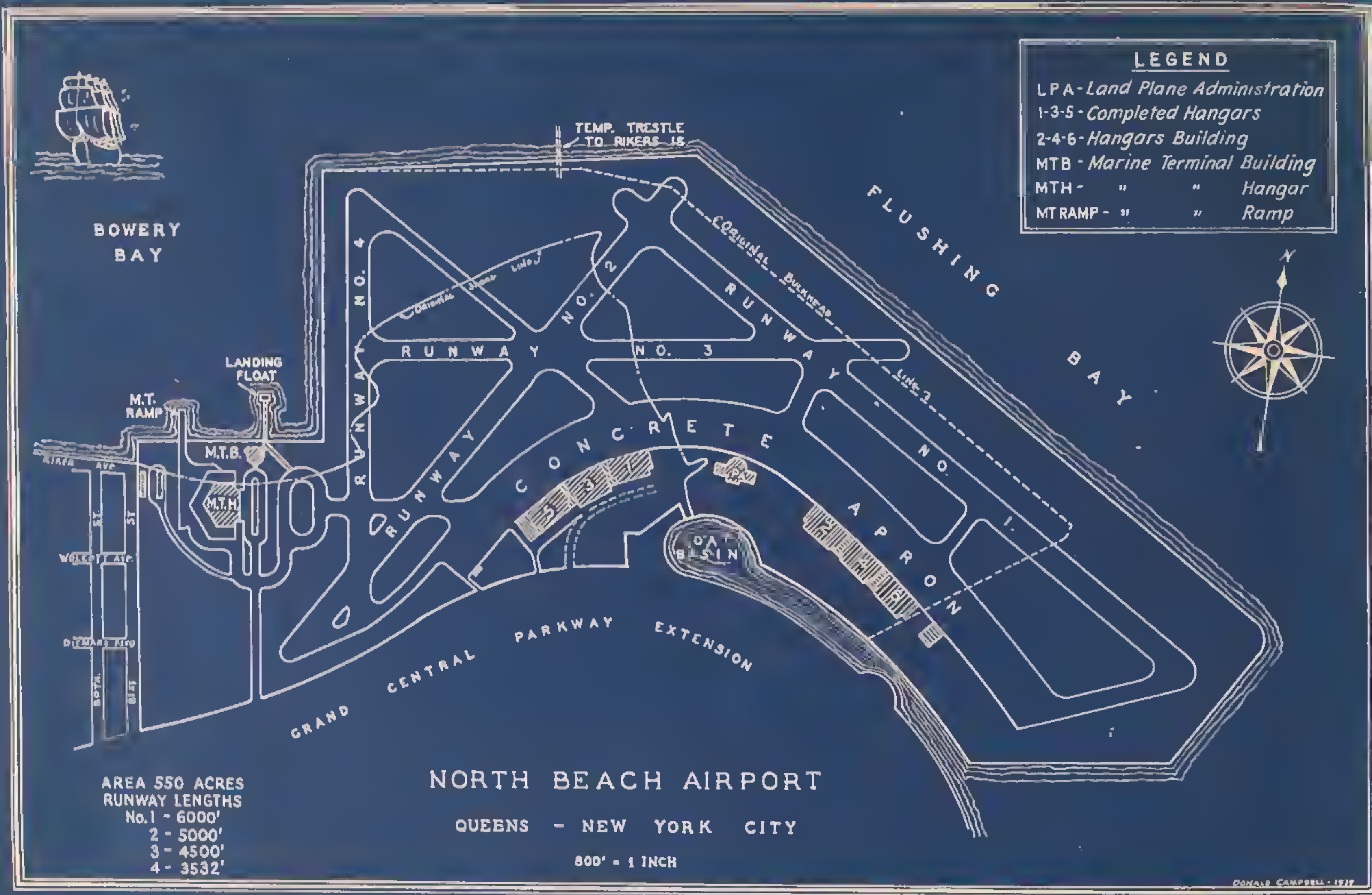
THE WORLD



ARTERIAL HIGHWAYS
OF
METROPOLITAN AREA
LEADING TO
NEW YORK CITY MUNICIPAL AIR PORT



NEW YORK MUNICIPAL
North AIRPORT *Beach*



LEGEND

LPA - *Land Plane Administration*
1-3-5 - *Completed Hangars*
2-4-6 - *Hangars Building*
MTB - *Marine Terminal Building*
MTH - " " *Hangar*
MT RAMP - " " *Ramp*

NORTH BEACH AIRPORT

QUEENS - NEW YORK CITY

800' = 1 INCH

AREA 550 ACRES
RUNWAY LENGTHS
No. 1 - 6000'
2 - 5000'
3 - 4500'
4 - 3532'

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"For I dipt into the future, far as human eye could see.
"Saw the vision of the world, and all the wonder that would be;
"Saw the heavens fill with commerce, argosies of magic sails,
"Pilots of the purple twilight, dropping down with costly bales."

TENNYSON

President Franklin D. Roosevelt

Mayor Fiorello H. LaGuardia

Lieut Col. Brehon Somervell

Dock Commissioner John McKenzie

RESPONSIBLE FOR THE NEW YORK MUNICIPAL AIRPORT

NEW YORK CITY ADMINISTRATION

Fiorello H. LaGuardia
Mayor

Joseph D. McGoldrick
Comptroller

Newbold Morris
President of the Council

Stanley M. Isaacs
President of the Borough of Manhattan

James J. Lyons
President of the Borough of The Bronx

Raymond V. Ingersoll
President of the Borough of Brooklyn

George U. Harvey
President of the Borough of Queens

Joseph A. Palma
President of the Borough of Richmond

Rufus McGahen
Deputy Mayor

John McKenzie
Commissioner Department of Docks

Joseph A. Meehan
Chief Engineer Department of Docks

Delano & Aldrich
Architects

WORK PROJECTS ADMINISTRATION

Col. F. C. Harrington
Commissioner

Mr. R. C. Branion
Regional Director

NEW YORK CITY

Lieut. Col. Brehon Somervell
Administrator for New York City

Maj. Edmond H. Leavey
Deputy Administrator for New York City

Capt. C. F. Robinson
Director of Operations

Oliver A. Gottschalk
Director of Finance

E. G. Sabine
Director of Employment

Mary C. Tinney
Director of Professional and Service Projects

Gayle McFadden
North Beach Field Director
July 1, 1937 — July 1, 1939

Alexander MacGregor
North Beach Field Director
July 1, 1938 — Present

NEW WORLD AIRPORT

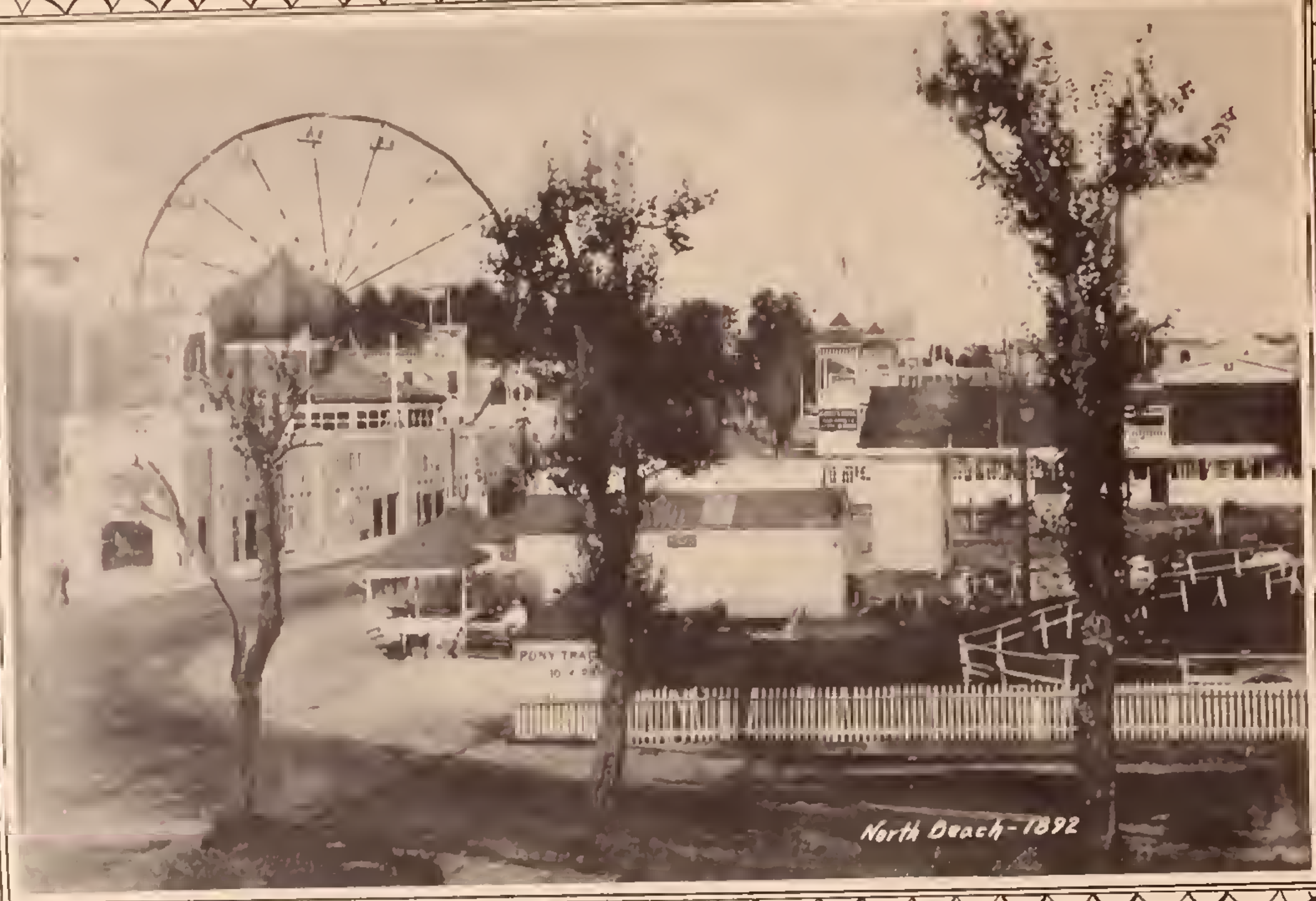
BUILT for us today and built for our children's children, built for a new world as well as for the present, is this enduring terminal linking the air routes of the old world with those of the new, linking the sea routes and those over land.

Unsurpassed in location and facilities, this great airport is destined to take the role in the development of air commerce in a new world played by the seaport of New York in the world we know.

Air navigation and commerce, a dream of man since recorded history began, became a reality in the lives of many of us. It has grown to maturity and now strong, vigorous and intrepid, offers a new and unexampled service to mankind. No man can tell the part air transport will play in the destiny of the new world. No man but knows how important it must be. Already, our east and west coasts, our north and south boundaries which were days and weeks apart only a short time ago are separated by only a few hours. Already the ocean separating Europe and America has been spanned in less than a day's flight, already American airmen have established a regular service between the two continents. We live in a world today the ends of which do not exist for the spoken word and in which the transport of men and mail across continents and oceans is a matter of hours. Our forebears struck out across the seven seas to bring the products of the world to America. Today we lift our planes above the clouds to carry our goods and good will to all mankind. Swift as is the flight of the airships so also is the growth of air commerce. Great will be its influence in the development of a new world, great is our country, great is our city, and great must be the airport which serves all three, great and enduring.

Last year more passengers reached or left New York City by air than by sea! Last year air traffic increased by almost half of what it had been the year before! There must be many airports for New York City. The air centre, chosen near the centre of the city's population must embody all that science has devised to make it serve the purpose for which it is intended. It must be commodious to serve present and immediately prospective requirements, the arrangements must be such as to permit expansion and flexible enough to provide for the changes which the demands of the future will require. Structures must meet the requirements of the functions they are to perform, be enduring, and handsome. No makeshifts, temporary expedients or flimsy construction will suffice. All must be on a grand scale. So it is.

No effort has been spared by the Federal Government and New York City in making the Municipal Airport conform to all these requirements, in making it worthy of the new world, an airport unsurpassed and even unrivalled in utility, capacity, safety, convenience and beauty.



A PAGE FROM THE PAST

PROGRESS OF TRANSPORTATION FACILITIES IN NEW YORK CITY

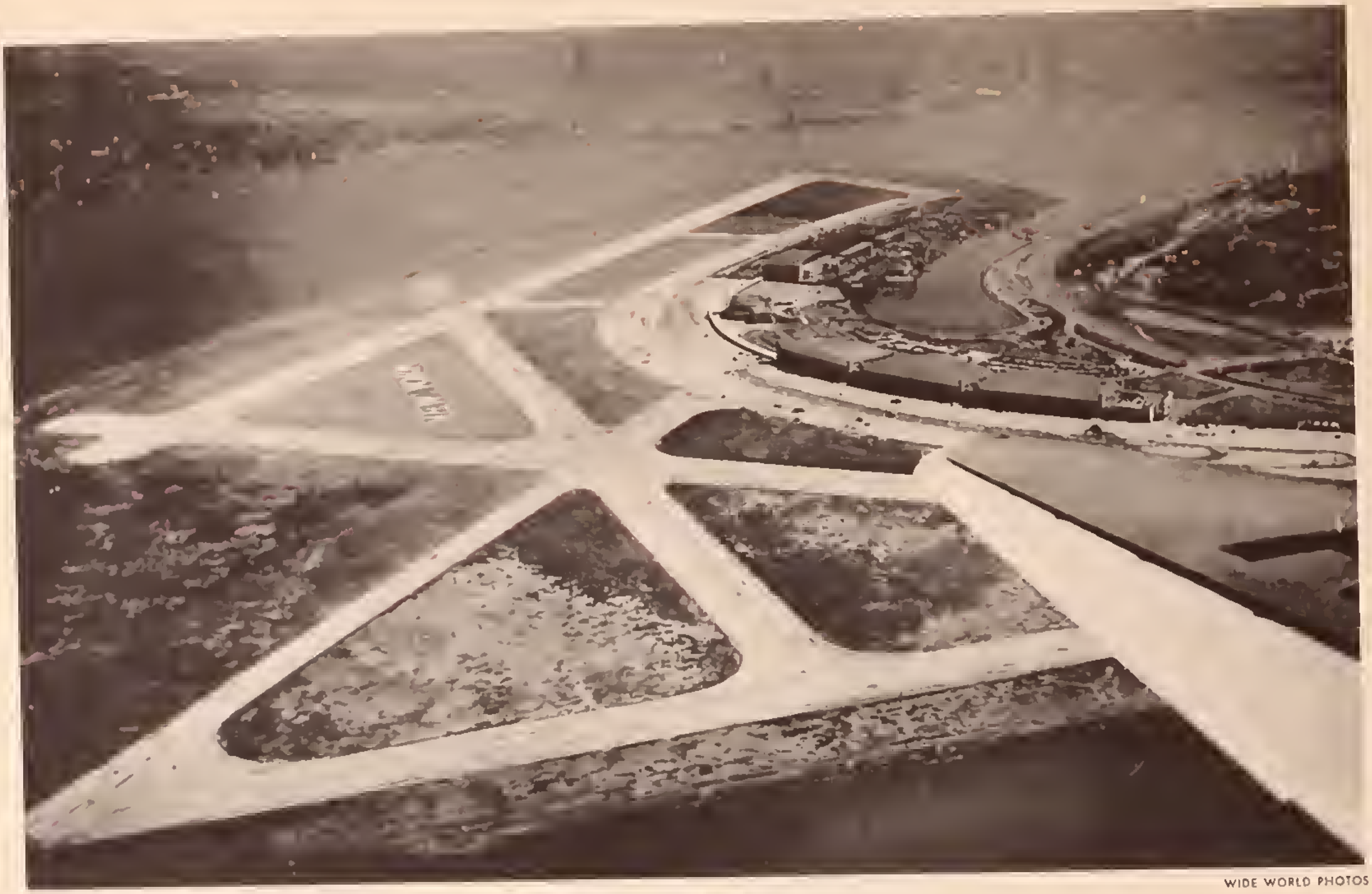
The Present Administration Presents a Record of Great Accomplishments

NORTH Beach Airport stands as a monument to Mayor F. H. LaGuardia and the men who set out to streamline a City's transportation facilities and who now are seeing their program rapidly being accomplished.

The story begins at a time of national crisis, when unemployment was reaching all-time peaks and when public, and private, spending was running at ebb tide. The need for providing the City of New York with improved transportation for its teeming millions was as vital as was the necessity of providing its idle classes with work. And it was from this twin approach that the Municipal administration worked out a comprehensive program of building bridges and high-speed parkways, tunneling rivers and forging new links in the city's rapid transit system. The costs were high, but the benefits were immeasurable.

The herculean task of putting such a program to work was shouldered by Mayor Fiorello LaGuardia's Engineering Committee on Federal Projects. The committee sifted out various projects proposed by the Borough Presidents and the heads of city departments so that by the time the Work Projects Administration came into being on August 1, 1935, the city was ready to put its plans into operation. The program was designed to employ 300,000 persons at a cost of 300 million dollars. Keystone of this work relief program were the transportation projects, calculated to streamline the workaday lives of one-tenth of the country's entire population, dwelling in the metropolitan area.

Part of the work had already started. In May of 1934, the city obtained a loan and grant of 23 million dollars from the Public Works Administration for the new Independent Subway system. Within two years, the first line was completed and the system has



WIDE WORLD PHOTOS

NEW YORK MUNICIPAL AIRPORT TODAY

since expanded to include 55 miles of routes, 100 stations and 1,647 modern-type cars.

In the fall of 1935, the first section of the Sixth Avenue subway line was started. This project, estimated to cost 57 million dollars, is being pushed with all possible speed. In the ever-changing picture, street cars were removed.

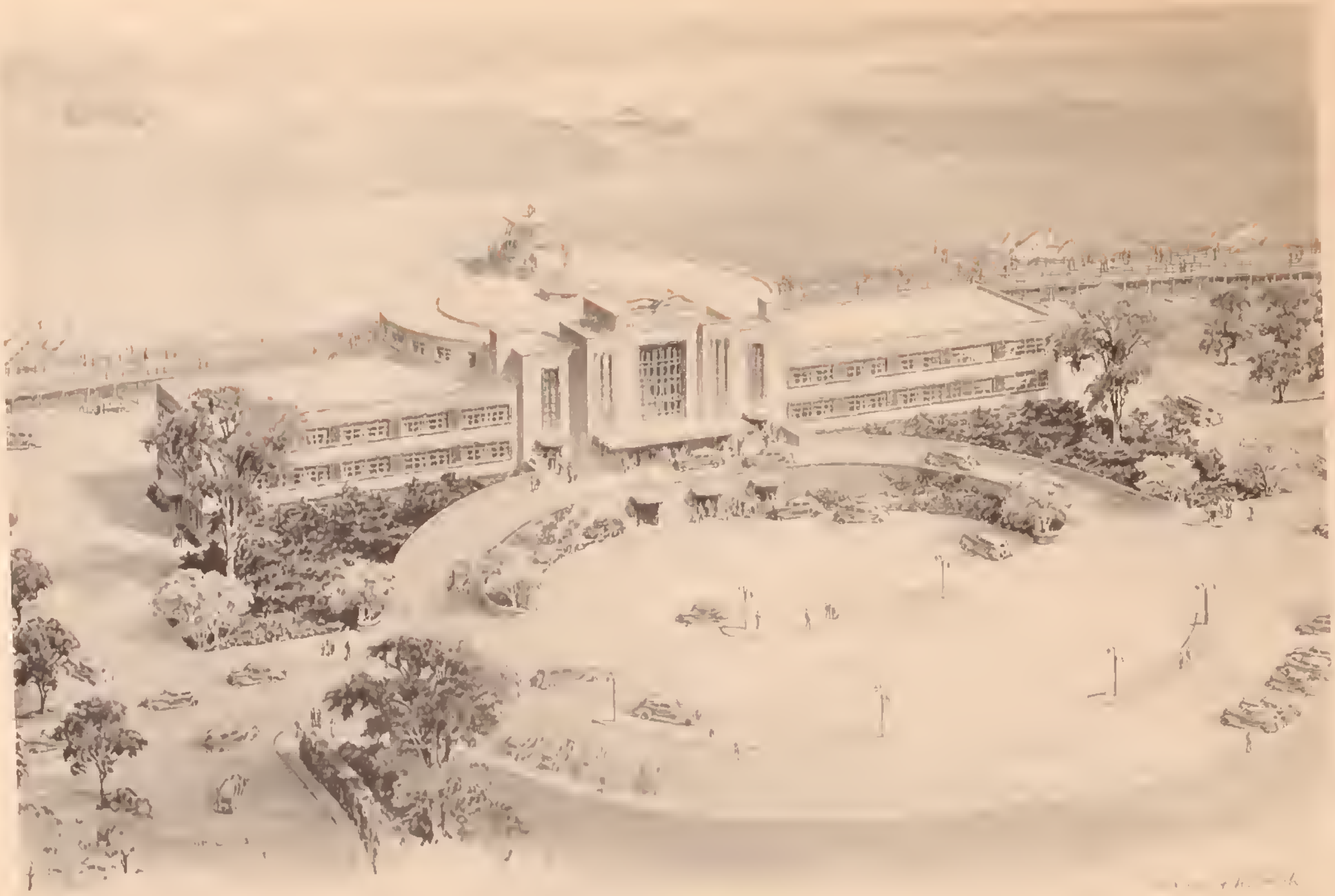
As work crews burrowed underground, others razed the Sixth Avenue Elevated. Out-moded surface cars were removed from the main avenues. More than 200 miles of track were uprooted, and modern buses were put into service to handle some 625 million passengers annually.

Unification of all rapid transit lines, a civic dream of years, was solved by Mayor LaGuardia. The plan provides for the city's purchase of the I.R.T. for $151,248,187. A further agreement to purchase the B.M.T. lines for $175,000,000 was made in June, 1939. As part of unification, it is expected that authority will be given to remove the Second and Ninth Avenue Elevated lines.

Mayor LaGuardia's program of speeding up vehicular traffic kept pace with the progress noted in his rapid transit plan. More than 1,100 miles of streets and highways were improved; the West Side Elevated Highway, connecting with the $24,000,000 Henry Hudson Parkways and Bridge, was completed and the East River Drive is well along.

In the Bronx and Queens, additional parkways were opened to take minutes, which means miles, off the driving schedules of motorists. Work is now being pushed on the $28,000,000 Belt Parkway, a picturesque 33-mile network of parks extending from Owl's Head in Brooklyn to the Bronx-Whitestone Bridge in Queens. This immense project, under the jurisdiction of Park Commissioner Robert Moses, is to be finished by June of 1940.

New Bridges were put up to facilitate further the general speed-up. The Department of Public Works now maintains 48 bridges. The Bridge Authority, headed by Commissioner Moses, constructed and operates the Triborough, Bronx-Whitestone, Henry Hudson and Marine Park bridges. The first, its three arms spreading 17 miles over islands, rivers and lowlands, accommodates more than 30,000 cars daily. Its cost of $60,000,000 is being justified by its toll receipts of nearly $3,000,000 a year. The Henry



ADMINISTRATION BUILDING
LAND PLANE TERMINAL

Hudson Parkway bridge, spanning the Harlem River, was opened in 1937 and within a year a second level had to be added to handle the increasing flow of traffic.

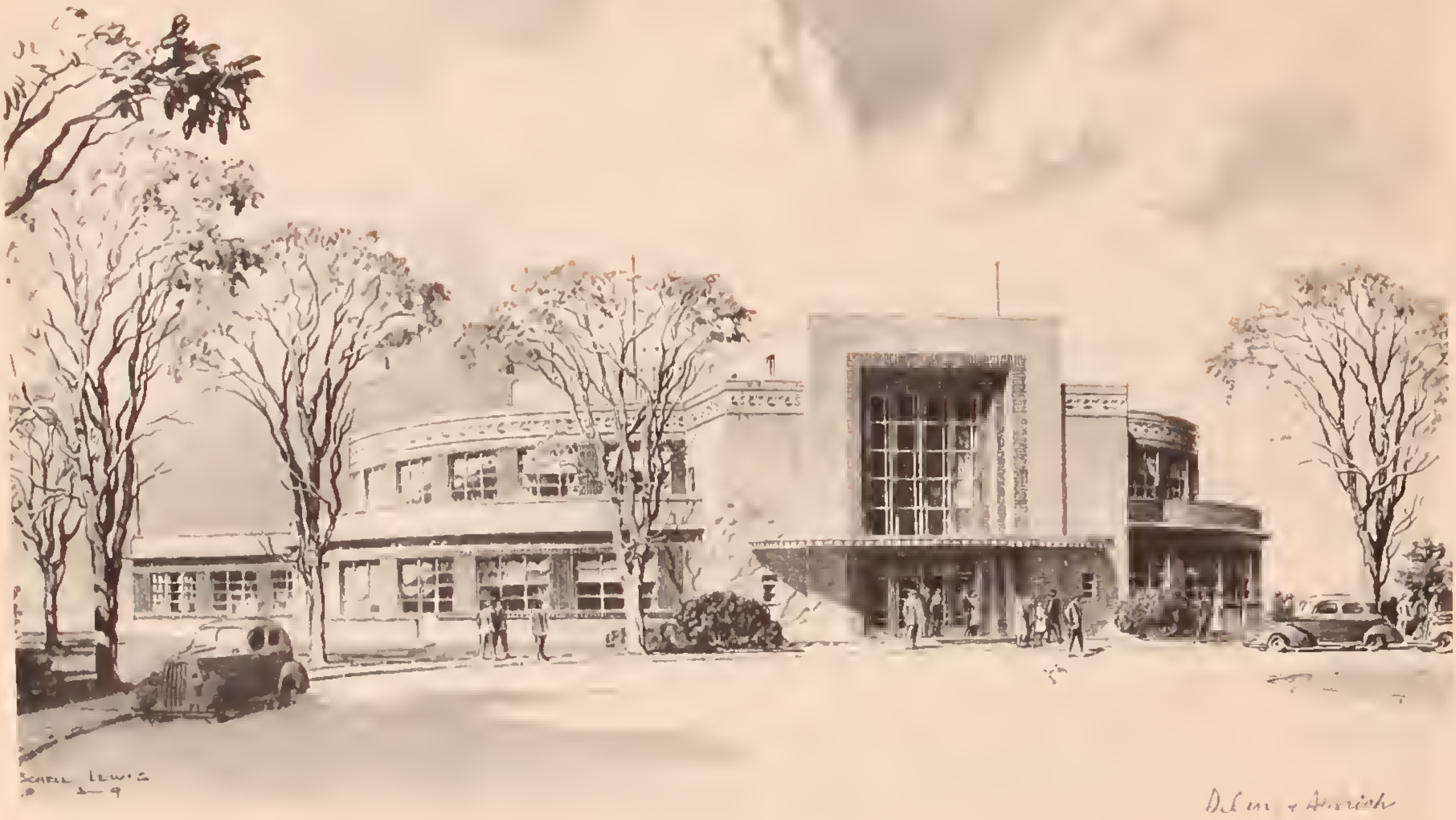
Underground highway facilities were not overlooked in the LaGuardia plan to ease the city's traffic burdens. In 1935, the Mayor appointed the New York City Tunnel Authority to supervise construction of the Queens Mid-Town tunnel, linking Manhattan with Long Island City in Queens. This $58,000,000 project, consisting of twin tubes 7,500 feet in length, is scheduled to be completed in 1940.

The value of such underwater arteries already had been proved, first by the Holland Tunnel, opened in 1930, and more recently by the Lincoln Tunnel which links New Jersey with mid-town Manhattan. These were constructed and are operated by the Port Authority.

To maintain its supremacy as a port, New York has been steadily improving its dock facilities while reducing its rental rates. In the last few years, the city has replaced many obsolete piers with new structures built to accommodate the largest trans-Atlantic liners.

The city's development of the most modern mode of transportation—aviation—has not been confined to the North Beach Field. The first municipal Airport at Floyd Bennett Field, which was completed in 1931, has been greatly enlarged and modernized under the WPA. The field was graded and an adequate drainage system installed. Two new 3,500-foot runways, each 147 feet wide, were built, one equipped for blind landings. Underground passenger tunnels were erected, a field lighting system was installed and the Administration Building was repaired. A similar program of modernizing was carried out at Miller Field on Staten Island.

Completion of such a wide array of projects marks a new epoch in the history of modern cities. Rarely, perhaps never, before has so much work heen done to solve transportation problems in such a short span of time. The accomplishments, of which North Beach Airport is only one, will serve as a lasting tribute to the men whose vision and unflagging labors have made them possible.



MARINE TERMINAL BUILDING

NEW YORK MUNICIPAL AIRPORT

THE New York Municipal Airport, comprising as it does, the landplane Administration Building, six mammoth hangars, office buildings, with more floor space than is often found in a small city, a seaplane hangar and a marine terminal building, is the largest project of its kind in the world.

Not only is it an airport unequalled in the world, but, with its completion, it stands as a monument to the progress of air transportation and aeronautical research in the United States. From the tip of its longest runway to the revolving beacon atop the control tower it is a symbol of the coming of age of American aviation.

And just as aviation in its tremendous hulk as we know it today sprouted from a humble beginning at Kitty Hawk, so has North Beach risen, literally, from the ashes.

The nucleus of the New York Municipal Airport was a small, privately-owned field which was constructed in 1929 on the site of an ancient amusement park. Like many another airport in the United States it was utilized principally by private flyers. Its runways were limited in size and construction.

But, in 1935, when Mayor LaGuardia began casting eyes about for the site of a prospective future major air terminal, he turned to North Beach, among other sites, for a possible solution to the problem. That year saw North Beach, then comprising 105 acres, acquired by the City of New York on a lease with an option to buy at a future date.

The advantages of the site of North Beach for a New York City Air Terminal were obvious. Instead of having to fit the airport to its surroundings, handicapped by the terrain or the nearness of buildings, it was possible here to plan runways of ample length. The problem of approaches to the field was easily solved because of the wide frontage of water which would allow planes to lose altitude some distance from the field. Moreover the buildings of the airport are grouped on the land side, leaving the runways and approaches to the field entirely clear. Combined with these features was the fact that North Beach was easily accessible to all parts of the Metropolitan area.

START OF WORK

In August, 1937, after preliminary plans and surveys had been completed, the Board of Estimate and the Sinking Fund Commission approved North Beach as a site for its development.

On September 3, 1937, President Roosevelt approved the work as a Work Projects Administration project and the preliminary plans for the airport and buildings, which had been prepared by the Work Projects Administration, the Department of Docks and the architectural firm of Delano & Aldrich, were approved by the Bureau of Air Commerce, predecessor of the present Civil Aeronautics Authority.

Thus, with the approval of all interested parties, North Beach's strides toward the modern world air terminal it is today were lengthened and the tempo of work increased.

Through the purchase by condemnation of a tract of land to the southwest of the then existing field and the filling in of a portion of Bowery Bay, Rikers Island Channel and Flushing Bay, plans were made to increase the original field site to a total of 558 acres. Of this total, 357 acres, or considerably more than one half, was to be man-made.

Ground Broken

Mayor Fiorella H. LaGuardia, who during the course of his administration has continuously campaigned for a New York Terminal for the air transport companies, on September 9, 1937 operated the steam shovel that lifted the first shovelful of dirt on the project. Thus he started the wheels in motion toward the fulfillment of one of his most cherished dreams.

There was much to be done. A trestle was built from Rikers Island, over Bowery Bay to the airport for use in transporting the great mound of cinders, ashes and rubbish in the Department of Sanitation's huge dumps on the Island to the airport for use as fill for the lengthening of the runways. The use of these dumps, long an unsightly scene, served a double purpose. It removed an eyesore from the city scene and paved the way for future architectural planning and landscaping.

Like the gradual increasing tempo of an airplane motor warming up, so did work at North Beach from this step forward increase in intensity. A force of 5,000 men was employed, working three shifts a day, six days a week, for the task of leveling Rikers Island and filling in that portion of Flushing Bay and Rikers Island channel which is now part of North Beach.

When building construction started this force was gradually increased until it reached its all time peak of 23,000 workers in the early months of 1939. From the air the scene to an observer was like a downward glimpse at a busy ant hill.

Many, indeed, were the problems encountered by engineers in the construction of North Beach. Extreme care was emphasized in filling in land to prevent any future excessive settlement of the ground which might hamper construction or operations at the field. To accomplish this end, the fill was put in by spreading the material in shallow layers kept at a slope to the water line, comparable with its natural slope. Thus the man-made portion of the field was aided by the laws of nature in its settlement. The constant movement of trucks, bulldozers and the tramping feet of thousands of men daily also aided in the packing and settlement of this ground.

Thus was the physical area of the New York Municipal Airport created.

The entire enterprise was made possible through the untiring efforts and engineering skill of Lieut. Col. Brehon Somervell, Work Projects Administrator for New York City; Commissioner John McKenzie of the Department of Docks; Samuel E. Stott, Chief of the design section of the WPA Planning Department; Walter Douglas, New York engineer; Brig. Gen. M. C. Tyler, Assistant Chief of Engineers, U. S. Army; Joseph A. Meehan, Acting Chief Engineer of the New York City Department of Docks; and the firm of Delano & Aldrich, architects. From start to finish, the huge project was carried out under the guiding supervision of Lieut. Col. Somervell.

Sea-Land Terminal

The New York Municipal Airport was planned and is designed to act as a terminal for both domestic and trans-oceanic planes. So, in the construction of buildings, two

WORK PROGRESSING

separate bases are provided. One, the landplane Administration Building with its flanking landplane hangars and office buildings, to accommodate the domestic airlines which will spread their wings from New York City to all the cities of the Western Hemisphere. The second, the seaplane hangar and administration building, will serve departing and arriving trans-oceanic passengers from such world capitals as London, Paris, Berlin, Rome and wherever else the wings of world air transportation may settle.

There are four great runways for landplanes, with a surface of asphalt macadam to provide for the further settling of the man-made ground beneath them. The longest of these runways, running northwest and southeast is 6,000 feet long and 200 feet wide, a veritable pilot's dream for a landing surface. Running northeast and southwest is runway number two, 5,000 feet long and 200 feet wide. In these two runways, one over a mile in length and the other just under a mile, are to be found two of the finest landing strips in the world. Supplementing them, and of equal value in the handling of arriving and departing aircraft, are runways number three and four. Number three runway is 4,500 feet in length and 150 feet wide, running east and west. Running north and south is number four, 3,532 feet in length and 150 feet wide.

These runways were designed in strict accordance with the "wind-rose" or diagram constructed from the meteorological records showing the prevailing winds at the site, the longest runway being built in the line of direction of the most frequently prevailing winds and so on down the line. Taxi runways, 100 feet wide, intersect the runways, connecting them with one another and with the apron 400 feet wide and 6,200 feet in length, which extends in an arc in front of the landplane hangars and buildings.

This apron, of concrete construction, in front of the Administration Building provides ample space for the loading and unloading of fifteen huge 21-passenger transport planes at the same time. This is a facility outranking by far any other airport in the United States. The apron is illuminated by flood lights mounted on hangars, five on each hangar. When a plane has landed on a runway, the flood lights and runway contact lights go out and the taxi lights go on, showing the pilot the best taxi lane to the apron.

WELL UNDER WAY

Attests to Aviation's Growth

The landplane Administration Building, the physical hub of the airport and an outstanding example of modern transportation architecture, is larger in size than many a union railroad terminal in American cities that rank among the first ten in population. It is a building that any municipality might be well proud to call its own, for transportation terminal, civic structure or educational institutional use. The very fact that such a building has been built for the sole purpose of expediting the arrival and departure of domestic airline passengers attests far more eloquently than a thousand words to the arrival of aviation on the American scene on a comparable basis with other modes of travel.

Three stories in height, surmounted by the most up-to-date and modern equipped control towers, for the policing of plane traffic in and out of the boundaries of the airport, the Administration Building, like all other buildings at the field, is constructed of soft buff-colored face brick, trimmed with black brick. The doors at both the ground level and main floor are of stainless steel. Above the marquee of stainless steel is a simple facade with high wrought-iron framed windows in the center and high, narrow windows with stainless steel grilles at the side. Above the center window is a plain surface bearing the words in bronze letters:

"NEW YORK MUNICIPAL AIRPORT"

The whole facade is surmounted by a conventionalized eagle of stainless steel, symbolizing the Spirit of Flight, which was designed by T. A. and I. W. Beck.

The main concourse of the Administration Building is a rotunda, in appearance not unlike the inside of the Perisphere at the World's Fair. In the center of this is a circular stair well, leading to the ground level, surrounded by an information desk. The floor is of marble. Over the center stair well, at the base of the low-dome, are the signs of the zodiac in gold against a background of silvery gray clouds and suspended in the center under a circular skylight, is a large world globe in blue and gray.

At the outer edge of this circular room are the airline ticket offices. On the side of

the circle toward the landing field is the waiting room. The baggage rooms and other facilities for the handling of mail and express are on the floor below the waiting room.

On the floor above the waiting room is a circular lounge and restaurant. Outside the lounge is a terrace, to be utilized as part of the restaurant, opening from the lounge through French windows. On this floor also is the Kitty Hawk Room, with a bar and grill, named to commemorate the scene of the Wright brothers' first flight.

Offices of the United States Weather Bureau and the two departments of the Civil Aeronautics Authority — Air Traffic Communcations and Air Traffic Control — are located on the third floor. From these offices, all air traffic in the northeastern part of the United States will be handled.

Airport Nerve Center

The control tower, with every modern facility of aeronautical research and science installed within it, is on the roof, its floor 64 feet above the ground. On top of this tower is a rotating beacon of thirteen and a half million candlepower, the most powerful such light in the nation.

Access to the planes from the landplane Administration Building is from a covered platform of concrete and steel construction 1,500 feet long and 20 feet wide, which runs from the edge of the loading apron in a long arc between the two groups of hangars, with the Administration Building in the center. A promenade, not unlike a boardwalk at an ocean beach, surmounts this platform and it is from here that visitors and sightseers will observe the arrival and departure of planes. Passengers will thus be segregated, for the first time in American airport construction, from visitors, in this manner speeding up the process of loading and unloading passengers, mail and express from the planes. Five thousand persons can be accommodated on this upper observation platform at one time.

Thus, as Union Stations are to the railroads, so is the New York Municipal Airport Administration Building to aviation.

Three hangars, of which six comprise the landplane group, have already been completed. These hangars, each of which is larger than Madison Square Garden, have been leased to American Airlines, Inc., Canadian Colonial Airways, Transcontinental and Western Air, Inc. and United Air Lines.

American Airlines have announced that they would make the New York Municipal Airport their headquarters, and in view of this fact, additional offices and shop buildings were constructed along side their three westerly hangars, connecting these buildings into a single unit.

All six hangars are designed to provide heating and electrical devices for the comfort of employees and the speeding of maintenance of aircraft. The buildings, attached to the hangars, will house offices, employees cafeteria, commissary department, pilot's training facilities, pilot's and stewardesses' lounges, shops, stock rooms, hospital and repair base.

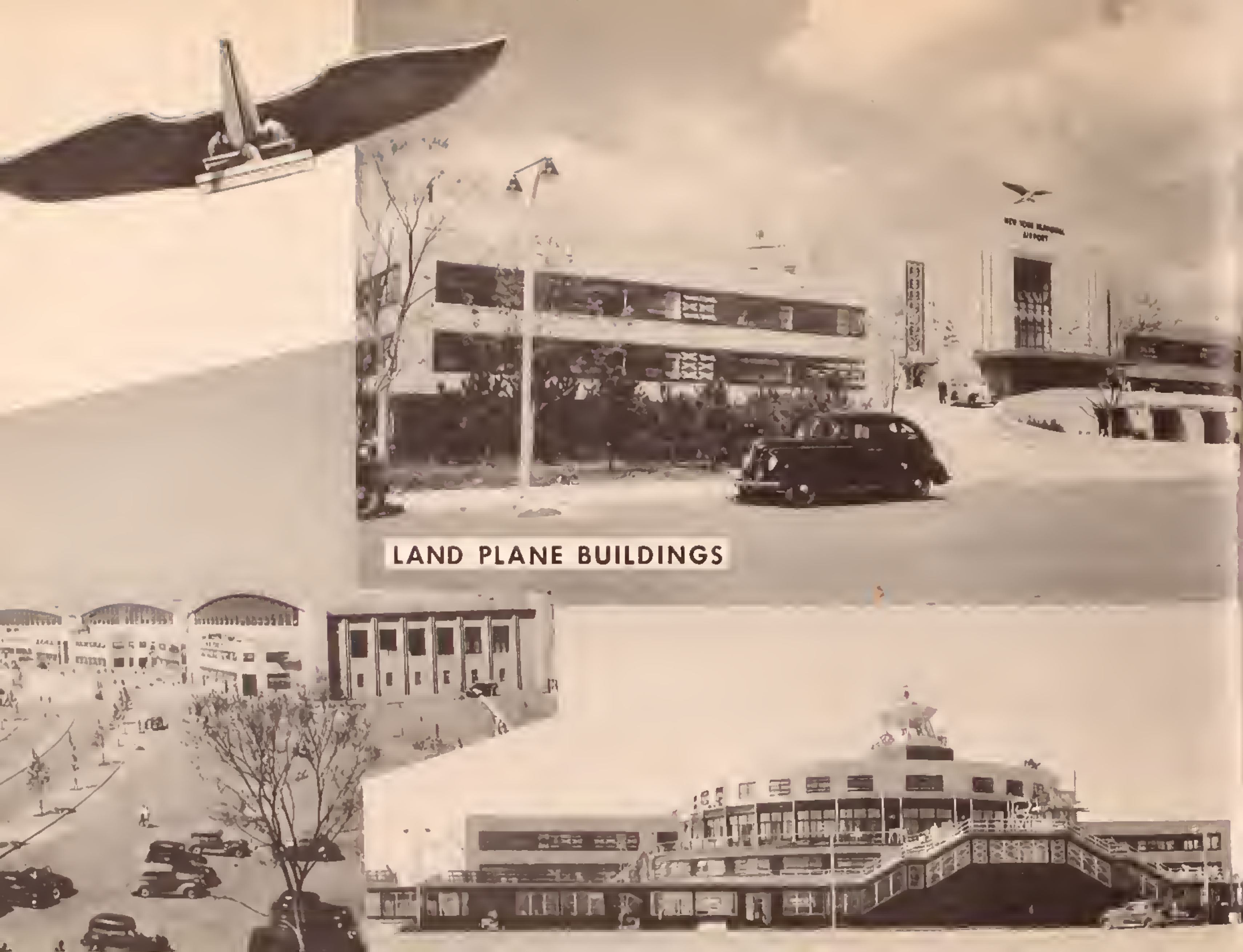
The easterly group of hangars is under lease to Canadian Colonial Airways, Transcontinental and Western Air, Inc. and United Air Lines.

Seaplane Base

Occupying the extreme western portion of the airport is the marine terminal. The marine terminal building, harmonizing with the Administration Building in materials and design, is a two story, circular structure, approached by a landscaped driveway extending from Grand Central Parkway. Flying fishes in gold above blue waves decorate the top of this building, lending to the marine atmosphere. This building will house, in addition to transoceanic air line ticket and administrative offices, imigration inspector's counters and quarters, detention room and quarters for the public health service, and a separate weather bureau. A lunchroom will occupy the penthouse on the roof.

To the south and west of the marine terminal building is the marine terminal hangar. This is a five sided building of such size that two regulation sized football fields could be laid out on its floor and games played on both fields at the same time.

The roof of this building is supported by an unusual system of trusses radiating from a single pillar in the center of one side of the structure. Under this system, the entire



LAND PLANE BUILDINGS

interior of the hangar is free from any obstruction, thus greatly facilitating handling.

Facilities at this hangar have been leased by Pan American Airways, who plan on concentrating their transatlantic and Bermuda services at this base.

Giant Clipper planes arriving or departing from Europe or Bermuda will land or take-off on Long Island Sound. The sound is reached by the planes through a taxi-strip of water extending from the marine terminal harbor and unloading ramp is directly in front of the marine terminal building.

Facilities are also included in this marine base for hauling these giant Clipper ships from the water, on miniature railroad flat cars and wheeling them into the hangar, on tracks, for repairs or maintenance.

The master plan of the New York Municipal Airport provides space for a second marine hangar, of the same size and design as the first, at the western edge of the field, to the south of the present hangar.

To the pilot of an incoming plane at night, the field will appear dark, the edge of the field and the runway he is directed to use outlined by lights, with powerful floodlights separating from the ends of that one runway. Buildings will be marked out by red lights. The runways are bordered by contact lights, spaced 200 feet apart. The ends of the four runways are marked by green range lights and at the end of each runway there are two narrow-beam floodlights, each of seven and a half million candlepower. The field is outlined by approximately 85 boundary lights, spaced 250 feet apart. Thousands of other lights—boundary lights, taxi-strip lights, floodlights, etc. — are installed about the field.

Radio Facilities

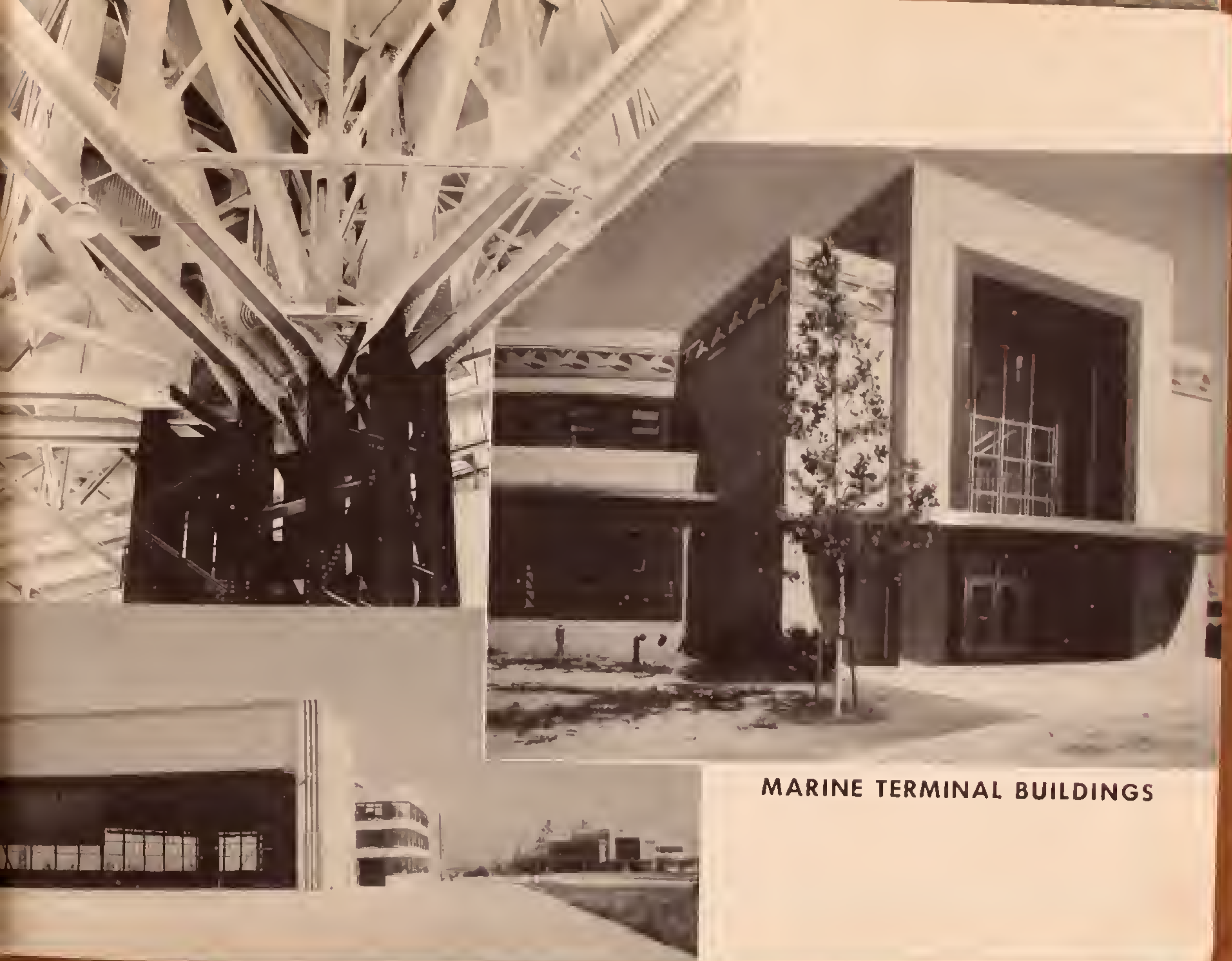
The nerve center of this whole network of lights is a control desk in the airways traffic control tower atop the landplane Administration Building. This control desk has the airport in miniature on it. Tiny lights go on and off with the contact lights, traffic lights and floodlights on the field.

All radio receivers, including those of the airport itself as well as those of the air-

lines using the field, are located on Rikers Island in order to eliminate electrical interference from automobiles and machinery at the field. A 2-pair submarine cable connects the towers on the Island with the control tower on the Administration Building from which distribution is made to the operating offices of the airlines. The radio transmitters for the control tower are located in the Administration Building; those of the airlines in the marshes of Jamaica Bay some fifteen miles from the airport and connected with it by telephone wires.

In all buildings the latest in electrical equipment, plumbing and fire protection has been installed to make the buildings of the New York Municipal Airport the best equipped, most modern of any such group in the world.

The New York Municipal Airport was designed for the aviation of tomorrow, built for operation today and opened for use to the traveling public in the sincere hope that it will fullfill a place in American aviation long needed and play its part in helping to further advance this most modern of man's means of conquering time and space.



MARINE TERMINAL BUILDINGS

LAND PLANE BUILDINGS

AIRPORT STATISTICS*

Airport area	558 acres
Fill	17,300,000 cubic yards
Buildings	931,500 square feet floor area
Buildings	36,215,564 cubic feet
Hangar doors, weighing 25 tons each	20
Concrete	102,100 cubic yards
Concrete piles under buildings	9,012 piles — 135 miles
Brick	13,000,000
Carloads of cement	1,000
Steel	20,000 tons
Reinforcing steel	3,500 tons
Duct lines	800,000 linear feet 160 miles
Cable	1,000,000 linear feet — 200 miles
Wire	2,000,000 linear feet 400 miles
Underground piping	115,000 linear feet 25 miles
Fire pumps	6 of 2,000 gallons capacity each
Storage tanks, 25, total capacity	465,000 gallons
Runways and taxi strips	90 acres — 3 2/3 lineal miles
Aprons	53 acres
Crushed rock	450,000 cubic yards
Asphalt	3,000,000 gallons
Kilowatts of power	6,040 700 miles of street lighting
Planted and seeded areas	375 acres
Trees planted	467
Top soil used	225,000 cubic yards

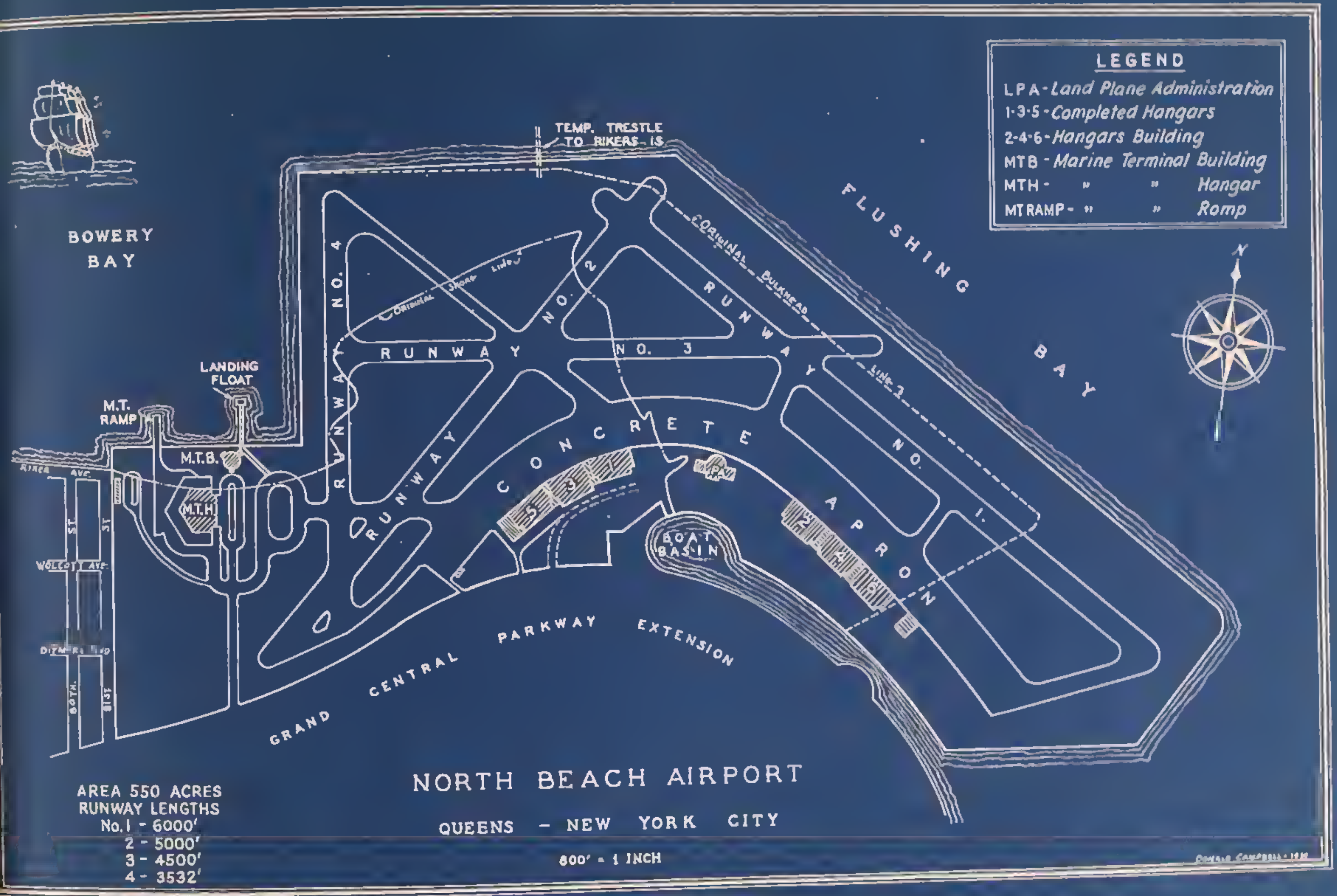
(*) Figures for buildings cover only those constructed. Application has already been made for an additional hangar and approved plans call for the construction of two landplane hangars, one seaplane hangar and a CAA building besides.

A
A
TWA
Mainliner
CC

AIR LINE COMPANIES
AT
NEW YORK CITY'S
MUNICIPAL AIRPORT

◆

AMERICAN AIRLINES, INC.
CANADIAN COLONIAL AIRWAYS
PAN-AMERICAN AIRWAYS SYSTEM
TRANSCONTINENTAL AND
WESTERN AIR, INC.
UNITED AIR LINES



LEGEND

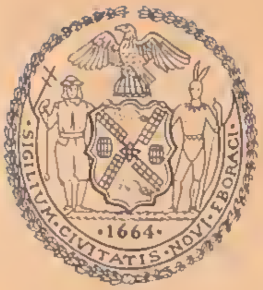
LPA - *Land Plane Administration*
1·3·5 - *Completed Hangars*
2·4·6 - *Hangars Building*
MTB - *Marine Terminal Building*
MTH - " " *Hangar*
MT RAMP - " " *Romp*

AREA 550 ACRES
RUNWAY LENGTHS
No. 1 - 6000′
2 - 5000′
3 - 4500′
4 - 3532′

NORTH BEACH AIRPORT

QUEENS – NEW YORK CITY

800′ = 1 INCH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INESTA BOOKBINDING N. Y. C.